

Saturday Magazine.

No. 588.

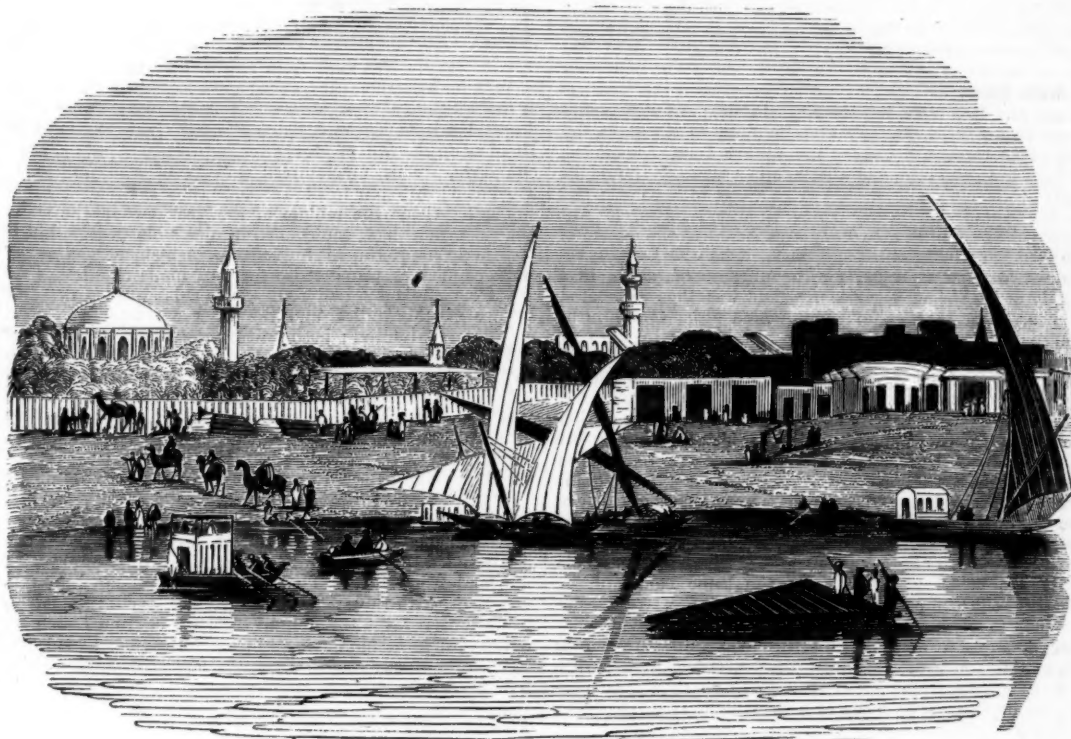
SUPPLEMENT,

AUGUST, 1841.

PRICE
ONE PENNY.



A STEAM VOYAGE TO INDIA.



LANDING-PLACE AT BOULAK, NEAR CAIRO.

INTRODUCTION. DIFFICULTIES CONNECTED WITH A STEAM VOYAGE TO INDIA.

Motions and means, on land and sea, at war
With old poetic feeling, not for this
Shall ye, by poets even, be judged amiss;
Nor shall your presence, howsoever it mar
The loveliness of Nature, prove a bar
To the Mind's gaining that prophetic sense
Of future change, that point of vision whence
May be discovered what in soul ye are.
In spite of all that beauty may disown
In your harsh features, Nature doth embrace
Her lawful offspring in Man's art; and Time,
Pleased with your triumphs o'er his brother Space,
Accepts from your bold hands the proffered crown
Of hope, and smiles on you with cheer sublime.—

WORDSWORTH.

THE advantages resulting from the establishment of steam-navigation are so numerous, that we need not feel any surprise at the attempt to extend its benefits to our Eastern possessions. A few minutes' inspection of a terrestrial globe, or of a good map of the world, will show how circuitous is the route by which the passage from England to India is made, round the southern promontory of Africa; and a little consideration of the peculiar winds prevalent in the Indian seas, and known by the names of the *trade winds* and the *monsoons*, would show how desirable it is to have a motive power for shipping independent of the winds. Hence have arisen two different classes of projects; one for establishing a route to India shorter than the accustomed one round the Cape of Good Hope; and another, for performing the voyage in steam-vessels instead of sailing-vessels. Each of these classes of projects has had numerous advocates, who, in too many cases, have carried on the discussions

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relative to the subject in a spirit of partisanship which has done more evil than good.

In attempting to select a shorter route than the accustomed one, the attention of navigators was naturally directed to the Mediterranean, the western end of which communicates with the Atlantic, and the eastern end is separated by a comparatively short distance from two seas which empty themselves into the Indian Ocean, viz., the Red Sea and the Persian Gulf. If we notice the position of the north-east corner of the Mediterranean, we see that it is not very far distant from the upper part of the river Euphrates, which flows downward into the Persian Gulf, and thence into the Indian Ocean. We also see that from the mouth of the River Nile, on the Mediterranean coast, to Suez at the head of the Red Sea, the distance is very small, and that this narrow tract of land, called the Isthmus of Suez, is the only bar to an uninterrupted water communication from England to India. Now these two facts have been the bases on which numerous projects have been founded within the last few years. Colonel Chesney and other officers have been commissioned by the English Government to survey the river Euphrates, with the view of ascertaining whether an available route might be established in that direction; while at the same time various public companies have been established for forwarding what we may perhaps term the Red Sea project. The books, pamphlets, debates, letters, and plans which have been published on these subjects are so numerous, that a bare enumeration of them would exceed our limits; and we shall therefore simply state, that for the present the Euphrates plan appears to be abandoned, chiefly on account of the lawless character of the natives on either bank of that river. We shall therefore confine ourselves to the other project. A voyage was made by the *Enterprise* steam-vessel from

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England to India, round the Cape of Good Hope, as long back as the year 1825; and a steam voyage was made from Bombay to Egypt, by way of the Red Sea, in 1880; and it then became a question, on observing the success of these two attempts, how far the Red Sea might be made the channel of a steam-packet route from England to India. To show the manner in which it has been proposed to work out this plan, we will give a short abstract of a scheme for establishing a post-office communication on this route proposed by Captain Head in 1832. He proposed that the post-office steamers, which at that time ran once a month from Falmouth to Malta, should carry the mail-packet to the last-mentioned place, performing the distance of 2250 miles in sixteen days. After stopping two days at Malta, the packet was to be forwarded by steam to Alexandria, the great commercial port of Egypt; the distance, about 837 miles, being performed in six days. At about half-way between Alexandria and Suez, that is, between the Mediterranean and Red Seas, lies the city of Cairo; and it was supposed that a land journey of from four to six days, by way of Cairo, would convey the packet from Alexandria to Suez. It was proposed that another steamer should be ready to convey the packet from Suez to Bombay; but as this distance is nearly three thousand miles, it was proposed to establish a coal depot at Aden, at the mouth of the Red Sea, 1323 miles from Suez. The vessel was to remain two days at Aden, for the purpose of taking in a supply of coals and other stores, and was then to proceed on her voyage to Bombay, from which place communication might be held with Calcutta and Madras in the way most convenient. It was calculated that the whole distance from Falmouth to Bombay, about 6250 miles, might be traversed in fifty-one days.

The above is a very fair example of the plans which were proposed in reference to this subject; but it soon became evident that many difficult questions had to be decided before the practical adoption of any such plans could be resolved on. Among these questions were such as the following;—whether the plan should be put in operation by the Government, by the East India Company, or by private joint-stock companies; whether the whole route should be undertaken by the same company, or whether one company should perform the passage from England to Egypt, and another from Egypt to India; whether Mehemet Ali, the Pacha of Egypt, would countenance the establishment of a route through his dominions; whether the route from Alexandria to Cairo should be performed by land, or by boats or packets along the river Nile; whether the steam-voyage should terminate at Bombay, or should be extended round the southern point of India to Madras and Calcutta; and lastly, whether it should be only a post-office communication, or one for travellers generally. Slowly, and not till after much warm controversy and discussion, have these difficult questions been decided; and we proceed to state the actual results which have been attained.

In the early part of the year 1833, it was announced that the Sultan of Aden, at the mouth of the Red Sea, had surrendered that place to the English, for the purpose of a coal depot, on an annual compensation to be paid to him by the East India Company. The acquisition of this town, which has the best harbour in the Red Sea, placed the steam-communication between Bombay and Suez, on a firmer footing than before. This possession, however, was not undisturbed by the restless and fierce propensities of the Arabs; for in the Autumn of 1839 a daring attack was made on the town by the ex-sultan and six thousand Arabs. The attack was completely repelled; and the Arabs had cause to lament the instigations of their chief, who told them "that all the buttons worn by the English were of solid gold, and that precious stones and valuables of all kinds awaited their expected victory." This discomfiture was followed by a determination on the part of the Arabs to starve out the English, if possible; they completely cut off the communication from Aden to the interior, and killed any straggling soldiers of the garrison whom they met with. The garrison had to obtain provisions by the aid of their ships. Matters continued much in the same state till towards the middle of the year 1840, when the Arabs made three desperate attempts to gain the town, in May, June, and July; but they were invariably repulsed with great loss; and the Indian government strengthened the garrison and fortifications of Aden. From the accounts which reached England in the early part of the present year, it appears that the Arabs had discontinued their attacks, the hard-worked

soldiers had recovered their health, the supply of provisions was abundant, the climate very fine, and the trade of the town increasing; so we may now probably reckon Aden as a permanent English establishment, and as a depot for the Red Sea steamers.

From this mention of Aden, we pass on to notice the proceedings of the steam-companies. The voyage from Bombay to Suez and back continued to be made at intervals, long before the completion of arrangements for continuing the voyage to England. On the 1st of April, 1840, the *Victoria* steamer left Bombay; reached Aden on the 9th; set sail again on the 17th, after remaining at Aden twenty-seven hours; and reached Suez on the 14th; thus performing the journey from Bombay to Suez, 2992 miles, in less than sixteen days and a-half. She set sail again on the 21st; reached Aden on the 27th; and arrived at Bombay on the 6th of May. The mail from England happened to reach Suez, after a rapid voyage, about three days after the arrival of the *Victoria* at that place; and it thence resulted that despatches from England, dated April 5th, actually reached Bombay on the 6th of May, after an interval of only thirty-one days. This unexampled celerity of communication acted as a great spur to the furtherance of the plans on this subject. About the middle of the year, two of the companies which had entertained projects on this subject, seemed to approximate towards an agreement. One of these companies proposed to forward mails and letters to and from India by two routes, one a land-route through France *via* Marseilles, and the other a sea-route by Falmouth and Gibraltar; both uniting at Malta.

The outward mails through France were to leave London on the 4th of every month; while the sea-packets were to start on the 1st; both to reach Malta on the 13th, and to start from thence to Alexandria on the 14th. The land-route was principally for the post-department, as allowing letters to be despatched three days later; but for the sea-route, the vessels were to be fitted up for the reception of passengers. The vessels were to leave the passengers and letters at Alexandria, from whence they were to be despatched to India by any other company which might act in concert with the one just alluded to; and were then to return to England with the mail from India. The arrangement proposed to Government, with respect to the post-office, was, that letters would be conveyed throughout the distance from London to Alexandria in fifteen days, and from Alexandria to London, on account of adverse winds in the Mediterranean, in sixteen days.

It has proved, in this as well as many other projects in which steam-power is concerned, that the estimates have been more than equalled by the performances. The following is an extract from the log of the *Oriental*, for her first trip to Alexandria and back, in the autumn of the year 1840:—

OUTWARD VOYAGE.		Hours	Distance Naut. Miles.
Time steaming from Falmouth to Gibraltar...	192½	.....	1064
" " Gibraltar to Malta	111½	.....	980
" " Malta to Alexandria ..	96½	.....	824
Total time out (steaming).....	320½	.....	2868
Or 13 days, 17½ hours.			
HOMEWARD VOYAGE.		Hours	Distance Naut. Miles.
Time steaming from Alexandria to Malta ..	92½	.....	825
" " Malta to Gibraltar	109½	.....	983
" " Gibraltar to Falmouth..	119	.....	1068
Total time home (steaming).....	321	.....	2876
Or 13 days, 9 hours.			

The stoppages at Gibraltar and Malta are not reckoned in this account; but, including the allowance for them, the vessel performed the whole distance out and home in 36½ hours less than the contract time.

As a farther elucidation of the singular effects which this rapid system of travelling may be supposed to produce on the old modes of communication, we give the following from a Calcutta journal of last year:—"The express which came in on the 27th May to Calcutta from Bombay, with the Europe mail, left that presidency on the 7th. Thus, there was communication between London and Bombay in one month and two days, and between London and Calcutta in one month and twelve days—or forty-two days! the shortest period on record. On the 26th of February, the residents at the Cape were in possession of English intelligence to the 4th of December, received from Madras, whither it had been conveyed by the overland mail! Who would have supposed, ten years ago, that the Cape of Good Hope, then the half-

way house for English news on its way to India, would at this date be indebted to an arrival from this country for its own share of intelligence?"

It was not until the early part of the present year that the various difficulties to which we alluded in the former part of this paper, were overcome by the coalition of two companies; of which companies, one was formed principally of persons connected with the Mediterranean traffic, and the other of mercantile men in India, who were more nearly acquainted with the traffic of the Red Sea. By the united exertions of the two bodies, the whole distance from England to India will be placed under the regulations of one system; and it appears, from an announcement in the public journals about three or four months ago, that arrangements are being made for extending this communication, not only to Bombay, the nearest important city of India, but also to Ceylon, Madras, and Calcutta, with the full sanction and support of the East India Company. The Government has also contracted for the conveyance of mails to and from Alexandria and London, one mail to start every month in each direction. Arrangements are also being made for placing steamers on the Nile, for the more speedy conveyance from Alexandria; and also, with the sanction of the Pacha of Egypt, the land route over the Desert from Cairo to Suez is being made more efficient. It thus appears that the plans which have been for sixteen or eighteen years under discussion, will at length be brought into practical application, in a manner which meets the wishes and receives the sanction of the Government, of the East India Company, and of the commercial world in general.

SECTION I. ROUTE TO INDIA BY WAY OF EGYPT AND THE RED SEA.

We now propose to follow out an idea which has been partially acted on in three of our former Supplements, viz, to make an imaginary trip from India to England, or from England to India, and notice the chief objects of interest on the way. On the occasions just alluded to, our journeys were overland through Persia; but we now intend to trace the route followed by travellers under the new system, in which Egypt and the Red Sea constitute portions of the route. A lively and pleasing writer, the late Miss Emma Roberts, made this journey in the latter end of the year 1839; and from her graphic account of the incidents and details of her journey, we shall be able to illustrate in a tolerably clear manner the nature of this remarkable and diversified route. We shall borrow from other sources in our notice of cities and countries.

Miss Roberts accompanied her sister, the lady of Captain Mc Naghten, to India in 1828, where she remained three or four years; after which she returned to England. But the alterations in the commercial arrangements of India, consequent on the renewal of the Company's Charter, having given a new tone to Anglo-Indian society, she was desirous of once again visiting a land which had many pleasant associations for her. She quitted England in September, 1839, arrived at Bombay in November in the same year, and resided in different parts of Western India for about ten months, when she died, to the universal regret of the European inhabitants in that land.

The route followed by this lady was overland through France, by packet from Marseilles to Alexandria, up the Nile to Cairo, across the Desert to Suez, and thence by sea to Bombay. Miss Roberts and a female friend proceeded to Havre, by steam. After staying a few hours at Havre, the travellers proceeded by another steamer to Rouen, up the river Seine. Of Havre Miss Roberts says:—"Havre appears to carry on a considerable commerce with India, several shops being wholly devoted to the sale of the productions of the East, while the number of parrots and monkeys to be seen show that the intercourse must be very extensive. The shops had a very English air about them; and though the houses were taller, and rather more dilapidated in their appearance, than they are usually found at home, they reminded us of familiar scenes; and but for the novelty of dining at a *table d'hôte*, we might have fancied ourselves still in England. . . . English carriages were arriving every hour; the steamer from Southampton brought an immense number of passengers, and travellers seemed to flock in from every part of the world."

At 4 o'clock on the following morning the travellers left Havre in the Rouen steamer. The banks of the Seine are picturesque, presenting pleasing objects of rural enjoyment; the houses have a neat and clean appearance, and are surrounded with little parterres or gardens filled with flowers. By about

noon the steamer reached Rouen. This ancient city presents many attractions for a traveller, particularly those connected with the memory of Joan of Arc; but nothing seemed to arrest our travellers' attention more than the houses of the trading classes. Seven or eight stories in height, weather-stained, and dilapidated, the upper floors are so destitute of everything which an English person calls *comfort*, that the splendour of the shops below excites considerable surprise. It is, however, impossible to devote much time to descriptions of French towns, so we must proceed in our route. At 4 o'clock on the following morning, two boats proceeded from Rouen up the Seine, in one of which Miss Roberts and her companion embarked; and after going a certain distance up the river, they landed, and proceeded the rest of the way to Paris by a railway which had been recently opened. It may be here remarked, that, however pleasant may be a voyage up the river Seine, considered in respect of the scenery on its banks, an English traveller is always subjected to considerable inconvenience, on account of the strictness of the arrangements in France with respect to passports.

To describe anything relating to Paris would be, of course, unnecessary after our recent Supplements on that subject; we shall therefore merely say that the travellers proceeded by diligence to Chalons, having despatched their luggage by *messagerie* to Marseilles. Instead of stopping at Chalons, they proceeded uninterruptedly to Lyons, where they remained a few hours, and then started in a steamer down the river Rhone to Marseilles. They stopped for a short time at Beaucaire, the disembarking at which will remind many a traveller of scenes which they have witnessed. "The night was very dark, and a scene of great confusion took place in the disembarkation. We had agreed to wait quietly until the remainder of the passengers got on shore; and Miss E. and myself, glad to escape from the bustle and confusion of the deck, went down below to collect our baggage, &c. The quay was crowded with porters, all vociferating and struggling to get hold of parcels to carry, while the *commissionnaires* from the hotels were more than ever eager in their recommendations of their respective houses: their noise and gesticulations were so great, and their requests urged with so much boldness, that we might have been led to suppose we had fallen into the hands of banditti, who would plunder us the moment we got into their clutches."

The distance from Beaucaire to Marseilles is traversed in the course of a few hours. Marseilles is a city and seaport of France, the capital of the department of Bouches de Rhone (Mouths of the Rhone). It is not situated exactly at the mouth of the Rhone, but some short distance from it, on the eastern curve of the Gulf of Lyons, and therefore on the shores of the Mediterranean. Its direct distance from Paris in a straight line is rather more than four hundred miles; but by the route usually followed by travellers through Auxerre, Chalons, and Lyons, it is about five hundred. Marseilles was known by the name of *Massilia*, so long ago as six hundred years before the Christian era, it having been founded by a colony of Ionians. During the long interval which has since elapsed, more than twenty-four centuries, Marseilles has ever been a place of importance; first in the hands of the Greek colonists; then as a Roman city; then as a possession of the Franks; afterwards as the capital of the Kingdom of Provence; subsequently as a port whence several armaments of Crusaders sailed; and in more recent times as a commercial city of the French kingdom. The site of Marseilles is a rich valley or hollow inclosed on the land-side by hills, and on the sea-side by a harbour formed of an inlet of the sea. From the summit of a hill on the north side of the town, a fine view is obtained of the town and of the numerous country-houses (said to be five or six thousand in number,) which occupy the surrounding parts of the valley. The entrance from Paris is by a fine broad planted road or street, which extends into the heart of the town, and is prolonged in a direct line, by a street of less width, quite through the town. Eastward of this street is the old town, occupying a triangular point north of the harbour; while the western side constitutes the new town, which consists of broad straight streets, provided with paved foot-paths and lined with well-built houses. The port or harbour is capable of containing twelve hundred vessels, and is surrounded by fine quays used as a promenade by the townsmen in fine weather. There are several other promenades, as well as open squares or "places." As a commercial city Marseilles is one of the first in France, since the entire French trade with the

Levant, as well as a considerable portion of that with Italy, Spain, and Barbary, is carried on from that port. The number of vessels which enter the port is estimated at five or six thousand annually; and the customs and other dues collected are estimated at nearly one million sterling. It has communications by daily public conveyances with Lyons, Aix, Avignon, Nîmes, Toulon, Geneva, and other places; and by steam-boats at brief intervals with Nice, Genoa, Leghorn, Bastia, Civita Vecchia, and Naples; and at longer intervals with Port Vendre, Barcelona, and Valencia. The commercial character which these communications impart to Marseilles makes it the resort of foreigners of all nations; and the variety of costume, continual bustle, and medley of languages which this circumstance occasions, are among the most striking features of the place.

The great increase of letters consequent on the reduction of the rates of postage in England and France, as well as the rapidity of communication with India by way of Egypt, have led to the establishment of packets at Marseilles, for the conveyance of mails between that place and Malta. In some instances this is altogether a French speculation, while in others it results from an arrangement between the post-office authorities of the two countries. As an illustration of the mode in which the route *via* Marseilles is made available to English correspondents, we may mention that, on the 4th day of every month for the last year and a half, a mail-packet has left London, with letters of that date, and proceeded through France to Marseilles, where a steamer was in readiness to forward it to Malta, in time to meet another steamer which left Falmouth with passengers on the 1st of the same month; the letters and passengers afterwards proceeding in the same vessel to Alexandria. These circumstances being premised, it will be easier to understand the mode in which the travellers whom we propose to accompany, obtained a passage to Malta. There was an English steamer waiting at Marseilles, to carry the mail as soon as it should arrive from England; and a French steamer which was about to start immediately. Miss Roberts and her companion, therefore, after spending a short time at Marseilles, engaged a passage in the *Megara* English steamer, and proceeded on their journey as soon as the mails arrived from England.

A glance of the map of Europe will show, more clearly than words can describe, the route from Marseilles to Malta. Marseilles is at the northern margin of a kind of semicircular portion of the Mediterranean, the curve of which is formed by the continuous coasts of Spain, France, and Italy, and the base or diameter by the northern coast of Africa. Rather eastward of the centre of this semicircle are the islands of Corsica and Sardinia; while between the southern point of Italy and the shore of Africa is Sicily, at the southern extremity of which is the little island of Malta. This island is one of the most important in the Mediterranean, both in a political and a commercial point of view. It serves as a rendezvous and garrison for troops, to protect English interests in that part of the world; and it furnishes a convenient depot and harbour for ships on their way along the Mediterranean. The distance along the Mediterranean from west to east, from Gibraltar to Egypt, is about two thousand miles, and Malta is situated not far from the middle point of this line. This very advantageous position gave rise to the arrangement to which we just alluded, whereby a steamer with passengers, *via* Falmouth and Gibraltar, meets a mail-packet, which left England three days later than the steamer, and proceeded to Malta by way of Marseilles. The distance from Marseilles to Malta is somewhat less than from Gibraltar to Malta, the former occupying a steamer about four days to traverse, and the latter about five days.

SECTION II. ARRIVAL AT MALTA AND VOYAGE TO ALEXANDRIA.

We may now relieve these details by a few of Miss Roberts' pleasant notes of her journey from Marseilles to Malta. "The *Megara* belonged to a class of steamers built for the Government upon some new-fangled principle, and which have the art of rolling in any sea. Though the waters of the Mediterranean were scarcely ruffled by the breeze, which was in our favour, there was so much motion in the vessel, that it was impossible to employ ourselves in any way except in reading. In other respects, the *Megara* was commodious enough; the stern cabin, with smaller ones opening into it, and each containing two bed-places, was appropriated to the ladies, the whole being neatly fitted up. We found some agreeable fellow-passengers; the only draw-

back being a family of three children. In consequence of the cabins being thus occupied, we could not preserve the neatness and order which are so essential to comfort, and which need not be dispensed with even in a short voyage. Our commandant, Mr. Goldsmith, a descendant of the brother of the poet, and who appeared to have inherited the benevolence of his distinguished relative, was indefatigable in his exertions to render us happy." The only coasts in sight during the voyage to Malta, were those of Sardinia and Africa, Sicily being too far off to be visible; of Sardinia the travellers were only near enough to see a long succession of irregular hills, which presented a beautiful appearance by the light of an Italian sky. The vessel arrived at Malta on the morning of the fifth day from leaving Marseilles, having been four days and five nights on the voyage. The travellers hastened to gain a view of the island, as soon as the vessel arrived before it. "Much as I had heard of the gay singularity of the appearance of Malta, I felt surprise as well as delight at the beautiful scene around; nor was I at all prepared for the extent of the city of Valetta. The excessive whiteness of the houses, built of the rock of which the island is composed, contrasted with the vivid green of their verandahs, gives to the whole landscape the air of a painting, in which the artist has employed the most brilliant colours for sea and sky, and habitations of a sort of fairy-land. Nor does a nearer approach destroy this illusion; there are no prominently squalid features in Malta; the beggars, who crowd round every stranger, being the only evidence, at a cursory gaze, of its poverty."

Miss Roberts found, on reaching Malta, that the *Acheron* steamer had arrived there from Falmouth and Gibraltar, with the Levant mails, and that these mails were to be forwarded to Alexandria in the government steamer *Volcano*. The reader will remember, that, at that period (the autumn of 1839,) affairs were in a very unsettled state between Mehemet Ali and the European powers; and the travellers were recommended to proceed in the government steamer to Egypt without delay, as the best means of ensuring a passage to the Red Sea. Miss Roberts and her lady companion then went on board this vessel, and proceeded on their journey to Alexandria. In her notes she made sad complaints of the neglect and inattention which the passengers experienced from the officers of the government steamer; but, as we believe that the proceedings of the last year and a half have made many favourable changes in this respect, we will not detail the circumstances which gave rise to the complaints. Suffice it to say, then, that the vessel, after a five days' voyage, arrived at Alexandria. It may be convenient to the reader to bear in mind, that the overland mail-route from London to Marseilles, the sea-route from Falmouth to Gibraltar, from Gibraltar to Malta, from Marseilles to Malta, and from Malta to Alexandria, do not differ one from another in point of time more than about one day; the average time for all these portions of the journey being from four to five days each. The route from Malta to Alexandria passes somewhat to the south of the island of Candia, but is in other respects almost entirely out of sight of land. The *Volcano* had on board one of Mehemet Ali's protégés, a young Egyptian who had been educated at the pasha's expense in England, where he had resided for ten years, principally in the neighbourhood of a dock-yard, in order to study the art of ship-building. Although the temperature is almost too high for comfort, yet the Mediterranean steamers are often kept cool by a wind-sail, which keeps up a current of air in the cabins.

The *Volcano* had other ladies on board; and, on landing at Alexandria, "the lady-passengers, who arrived in the steamer, agreed to prosecute the remainder of the journey in company; our party, therefore, consisted of four, with two servants and a baby; the latter a beautiful little creature, of seven months old, the pet and delight of us all. This darling never cried, excepting when she was hungry; and she would eat anything, and go to anybody. One of the servants who attended upon her was a Mohammedan native of India, an excellent person, much attached to his little charge; and we were altogether a very agreeable party, quite ready to enjoy all the pleasures, and to encounter all the difficulties, which might come in our way."—If there ever is a time when a cheerful tone of spirits is necessary, it is at such a period as this, when females, accustomed to the comforts of English society, are about to brave the rude and often lawless customs of an Oriental country, deprived of those associations which a residence at home presents to them.

• For an account of Malta, see *Saturday Magazine*, vol. XVII., pp. 82, 170, 250.

Referring to our Number 534 for a description of Alexandria, we may here merely remark, that Miss Roberts found it all that travellers describe it to be, a city of narrow streets choked with sand; and, as the political state of Egypt rendered it desirable to hasten her departure for the Red Sea as much as possible, she set off for the Nile, to proceed by boat up that river to Cairo. The party left the hotel in which they had been accommodated, and rode to the place where they were to take boat. The cavalcade was a curious one:—"Our supplies consisted of tea, coffee, wine, wax-candles, (employing a good glass lanthorn for a candlestick), fowls, bread, fruit, milk, eggs, and butter; a couple of fowls and a piece of beef being ready roasted for the first meal. We also carried with us some bottles of filtered water. The baggage of the party was conveyed upon three camels and a donkey, and we formed a curious-looking cavalcade as we left the hotel. In the first place, the native Indian servant bestrode a donkey, carrying at the same time our beautiful baby in his arms, who wore a pink silk bonnet, and had a parasol over her head. All the assistance he required from others was to urge on his beast, and by the application of sundry whacks and thumps, he soon got a-head. The ladies, in coloured muslin dresses, and black silk shawls, rode in a cluster, attended by the janissary, and two Arab servants, also on donkey-back; a gentleman, who volunteered his escort, and the owners of the donkeys, who walked by our sides." On arriving at the banks of the canal which leads from Alexandria to the Nile, the party got into a miserable-looking boat containing two cabins or rather cribs, in which the ladies could hardly stand upright. The arrangements had not then been entered on, which have since been put in operation, of performing the voyage to Cairo in commodious iron steamers; and the passengers passed a sleepless night on board this boat, tormented, in no small degree, with musquitoes and other unwelcome visitors.

On arriving at Atfee, preparations were made for ascending the Nile. Nearly all the boats at that place were engaged by Mehemet Ali, who happened to be at Atfee at the time; but the governor of the town engaged that one should be placed at the disposal of the travellers. All these matters, it will be observed, are now put in better train by the establishment of steamers on the Nile. The mails were carried up to Cairo in the same boat which carried the travellers.

The voyage up the Nile was made in tolerable comfort, the ladies enjoying as much open air as the size of their boat would allow, and watching whatever objects were presented to their notice from shore. However famed may be this noble river, yet to a traveller by it, the banks on either side are singularly uninteresting; date trees thinly scattered, and villages at wide intervals, are nearly the only objects which break the monotony of the flat shores. The boat was propelled in three different ways, according to circumstances; by sails; by oars, or by dragging with ropes along a towing-path. "Our arrival at a village," says Miss Roberts, "alone relieved the monotony of the landscape. Some of these places were prettily situated under groves of dates and wild fig-trees, and they occasionally boasted houses of a decent description; the majority, were, however, most wretched, and we were often surprised to see persons respectably dressed, and mounted upon good-looking donkeys, emerge from streets and lanes leading to the most squalid and poverty-stricken dwellings imaginable. The arrival of a boat caused all the beggars to hasten down to the river-side; these chiefly consisted of very old or blind persons. We had provided ourselves with *paras*, a small copper coin, for the purpose of giving alms to the miserable beings who solicited our charity; and the poor creatures always went away well-satisfied with the trifling gift bestowed upon them." The far-famed Pyramids came in sight when still thirty-five miles distant; and on the second evening after embarkation the boat entered Boulak, the port of Cairo.

It was at half-past nine in the evening, on October 4th, 1839, that the travellers landed at Boulak; and as the gates of Cairo are closed at nine in the evening, it was apprehended that admission would not be gained that evening. It fortunately happened, however, that there was a *moolid*, or religious fair, held that evening at the opposite end of the city, and that the gate adjacent thereto was still open. The party, therefore, hired donkeys, and proceeded round the outside of the city, passing through the middle of the fair on their way to the open gate. The peasants were not a little surprised to see, by the light of their lamps and lanthorns, a group of European ladies riding on donkeys, at

ten or eleven o'clock at night; but no insult or hindrance was offered to them, and they safely arrived at the hotel in Cairo to which they were recommended. Here we must leave them for awhile. Our articles on Cairo will give a tolerably exact idea, so far as they extend, of the curiosities and inhabitants of this Egyptian metropolis; and we shall therefore refrain from entering into similar details here.

SECTION III. ARRANGEMENTS FOR CROSSING THE DESERT.

It will now be desirable for us to notice a few points respecting the route from Cairo to Suez, the place of embarkation on the steamers destined for Bombay. From the banks of the Nile to Syria is one continuous desert, into which juts the arm of the Red Sea, at the extremity of which Suez is situated. Hence the upper part of this arm or branch is bordered on both sides by desert tracks; and Suez cannot be reached except across the Desert, whether in a south-western direction from Syria, a southern direction from the Mediterranean, or an eastern direction from Cairo. The route to Suez by way of Cairo is not made on account of shortness, for it is really longer than if passengers landed from the Mediterranean at a point due north of Suez, but because there is no convenient harbour at the last-mentioned spot, and no secure town on the route. For these reasons, the route by way of Alexandria and Cairo is adopted; and the latter place having been reached, a journey of about seventy miles over the Desert has to be made to Suez.

Now it is a question of no small importance how this route shall be traversed in a manner at all safe and comfortable. A military officer, inured to the vicissitudes of active service, could gallop over this distance in a few hours, and could easily accommodate himself to the fare he might meet on the way; but if a regular line of communication, for passengers as well as letters, is to be established, it is obvious that so precarious a channel would not suffice. Perhaps we could not better explain the views which have been entertained of the best mode of surmounting these difficulties, than by giving a few extracts from a report made by an officer appointed to inquire into this matter. In the early part of the year 1838 one of the steam navigation companies to which we before alluded, sent Colonel Burr to Egypt, to forward certain plans for performing the overland portion of the journey from Cairo to Suez. In a letter which that officer wrote from Cairo in the month of March in that year, he thus alludes to the nature of the arrangements which he was making.

"I have nearly completed an arrangement, by which four comfortable carriages, for the conveyance of at least thirty passengers, will be set going by September next; I only await Colonel Campbell's approval to complete the thing. The advance for the purchase of the four carriages, with two baggage waggons, and forty mules, will be 1000*l.*, the property being ours, and merely lent to the contractors, who engage to keep the whole in an efficient state for at least five years, and to carry passengers in, say twenty-four hours, including halts, for 6*l.* each." After proceeding to express a hope that the Pacha would lend his countenance to the project, the Colonel details an agreement which he had made with a Cairo firm for building stations at certain distances on the line of route. From a report subsequently made by the committee of the company which had sent out Colonel Burr, it appeared, that supposing the Pacha's consent could be obtained, of which there seemed little doubt, it was proposed to build a centre station and four intermediate ones. The centre station to contain one room twenty-four feet by eighteen, and five sleeping apartments of fourteen feet by twelve, and fifteen feet high, with stabling and other requisite buildings; the whole inclosed and protected by a wall fifteen feet high, built of stone. A water-tank also to be added, sufficiently large for the use of the mules. The intermediate bungalows, or stations, were to be similar in character, but rather smaller.

The arrangements proposed as to the hours of starting and the rate of travelling were these:—*From Cairo.* If more than a sufficient number of passengers for one van are anxious to proceed to Suez, the first van to start within forty-eight hours before the departure of the steamer from Suez, and the second within twelve hours after the first. If only sufficient passengers for one van, to start thirty-six hours before the departure of the steamer; or as may otherwise be agreed on by the majority of passengers. *From Suez.* The first van to start six hours after the landing of the first lady passengers from the steamer; the second, twelve hours after the first, if the number of passengers exceed ten. In the event of there being no lady passengers,

then the first van to start six hours after the landing of the first ten male passengers. Ladies to have always a prior claim as to proceeding by the first or subsequent carriages. The rate of travelling to be twenty hours actual travelling; two and a half hours stoppage at the central station; and three quarters of an hour at the other stations.

Such were the views which, in 1838, were entertained of the most feasible mode of establishing a regular route across the Desert. It was in the autumn of 1839 that Miss Roberts made this journey; and we shall now see the manner in which she performed it, and the incidents which she met with on the way. The ladies of the party, after remaining two or three days in Cairo, set off together to traverse the Desert to Suez, where the *Berenice* steamer had just arrived from Bombay. The vehicles provided consisted of donkey-chairs, one for each lady; consisting of a common arm-chair fastened into a sort of wooden tray, which projected in front about a foot, thereby enabling the passenger to carry a small basket or other package; each chair was slung by the arms to long bamboos, one on either side, and these, by means of ropes or straps placed across, were fastened upon the backs of donkeys, one in front and one behind. This formed a very comfortable vehicle; and the party were well pleased with the kind of accommodation. Besides the vehicles, there were two stout donkeys, carrying the beds and carpet-bags of the whole company; three others on which servant-men rode; and a few spare ones in case of accident on the road; while the owners or drivers of the donkeys were eight or ten in number. Thus the cavalcade proceeded, at an easy walking pace; and reached the first *bungalow*, or travellers' resting-house, by the evening of the first day. The bungalow was then in an unfinished state, being unprovided with windows; but it was sufficiently forward to furnish the required shelter. The building was approached from the front by a narrow passage, on either side of which were sleeping-rooms for travellers, as well as a kitchen, &c.; while at the farther end was stabling for the animals. The rooms were at that time unprovided with beds; but the beds which the travellers brought with them were spread out, and made as comfortable as circumstances would admit.

The party started again at nine o'clock on the following morning, with the air at a warm temperature, but moderated by a pleasant breeze which blew across the desert. On the road they were overtaken by a *kalifa*, which they had seen bivouacking in the desert the previous evening. This *kalifa* or party consisted of the governor of Jiddah, who was travelling to Suez with his wife and family. The lady travelled in a vehicle formed of two rude kinds of sofas or settees, canopied overhead, and having a resting-place for the feet; it was placed on the top of a camel, with a cloth curtain, to exclude the sun, and to ensure the privacy customary among Mohammedan females. The travellers, on their way to Suez, occasionally met small parties of Bedouins, distinguished by their fierce countenances glaring from beneath the large rolls of cloth twisted over their turbans. One or two, superior to the rest, were handsomely dressed, well armed, and mounted on handsomely caparisoned camels. Small as the means of defence were on the part of the travellers, the Bedouins did not attempt to plunder their baggage; the power of Mehemet Ali having infused a spirit of obedience into these men, such as pachas and governors can seldom effect.

About the middle of the day they arrived at another bungalow, where they stopped an hour or two; here they again found the *kalifa* which had passed them in the morning, the females of which shared with our travellers the scanty accommodation of the place. The party was soon again in motion, enjoying the curious scene which their own cavalcade must have presented. The five vehicles were sometimes abreast, giving the riders an opportunity of conversing; but more frequently they were scattered over the plain, the guides allowing the donkeys to choose their path provided its general direction were onward. Occasionally a spare donkey, or one carrying the baggage, would stray off in an oblique direction, and then the drivers were compelled to make a wide detour to bring them in again. Once or twice, too, the ropes by which a chair was fastened, would slip, and deposit the fair occupant on the ground; or a donkey would stumble and fall; but no serious accident occurred. The resting-place for the night, at about midway from Cairo to Suez, consisted of tents, the bungalow having been only just commenced. The ladies of the party occupied one tent, on either side of which were divans or raised platforms, on which to place the beds. There were other tents occupied by English gentlemen who

were passing from Suez, where they had landed from the *Berenice*; and thus the desert became a kind of half-way station, (it is not far from being so in actual distance,) at which English travellers to and from India met.

The next morning, soon after they had started, the travellers met a double-bodied phaeton, drawn by two horses and two camels, having an English gentleman and a Persian within, and an Arab riding as postilion on one of the camels; this curious medley had just come from Suez, and was proceeding at a rapid rate to Cairo. These were followed by other passengers by the *Berenice*, some of whom were ladies riding in donkey-chairs, and others mounted on the backs of camels. In the middle of the day our travellers arrived at another bungalow; where they met one of the vans which had been provided for this route by the Steam Navigation Company; it consisted of a tilted cart upon springs, and was drawn by a pair of horses. Nothing farther occurred worthy of notice till they arrived at the resting-place for the night; when they were overtaken by three English gentlemen, who had wished to visit the Pyramids before proceeding onward to India, and who had crossed the desert in great haste. The whole party were to start at three o'clock in the following morning; and while all else were asleep, Miss Roberts silently left her tent by starlight, and roamed forth with an object which we will state in her own words:—"I had long desired to spend a night alone upon the desert; and without wandering to a dangerous distance, I placed a ridge of sand between my solitary station and the objects which brought the busy world to view, and indulged in thoughts of scenes and circumstances which happened long ago. According to the best authorities we were in the track of the Israelites; and in meditations suggested by this interesting portion of Bible history, the time passed so rapidly, that I was surprised when I found the people astir and preparing for our departure."

The party started at three o'clock, and did not stop till they arrived at the end of the journey, except for a few minutes at the last bungalow, which they reached at nine o'clock. It was about the middle of the fourth day, after having spent three nights and portion of four days on the road, that they reached Suez. The reader, by comparing the details just given, with the plans proposed in the early part of 1838 for the passage of the desert, will see that those plans had been acted on to a slight extent, by the establishment of one or two bungalows, and one or two vehicles to traverse the route. But many circumstances, to which we need not particularly allude here, prevented the proposed plan from being carried out in its fullest extent; and the contests which took place during the year 1840 between Mehemet Ali and the European powers put a temporary check on the prosecution of these schemes, although the Pacha, in the midst of his difficulties, seemed generally disposed to guarantee the safe conduct of English travellers across the desert. The termination of hostilities in that quarter has allowed attention to be steadily directed to this overland route; and at the present time increased facilities for travellers are being provided, by the establishment of iron steamers from Alexandria to Cairo, and of convenient vehicles and resting-places from Cairo to Suez.

We may here say a few words respecting the route from Cairo to Suez across the Desert. There are the strongest reasons for believing that a ship canal anciently existed along this route, by which a vessel could sail uninterruptedly from the Mediterranean to the Red Sea. Passages in some of the early writers clearly point to the existence of such a canal; while the researches of modern travellers have no less clearly led to the tracing of a remarkably level valley, or, if we may use the term—trough, which was once filled with water. When the French had possession of Egypt, the engineers who accompanied the army surveyed this track with much accuracy, and formed a plan for re-opening the ancient canal. It appears not improbable that if the French had retained possession of that country, they would have carried out a scheme which offered such an advantageous naval path to our Indian possessions, towards which Buonaparte was known to have directed a longing eye. As events turned out, however, the scheme was abandoned; but still it has not been forgotten; and we think that there is no impropriety or inconsistency in surmising that the time will come when one of these plans will be accomplished; viz.—the re-opening of the ancient canal from Cairo to Suez; the laying down of a railway on the very level valley which the site of this canal presents; or the establishment of a canal from the Mediterranean to Suez, altogether independent of the route by Alexandria, the Nile, and Cairo.

SECTION IV. EMBARKATION ON THE RED SEA.

We now proceed onward towards India. From Miss Roberts's account of Suez, it appears to be a place possessed of but few attractions:—"Distance lends no enchantment to the view at Suez. It is difficult to fancy that the few miserable buildings, appearing upon the margin of the sea, actually constitute a town; and the heart sinks at the approach to a place so barren and desolate. My donkeys carried me through a gap in the wall, which answered all the purposes of a gateway; and we passed along broken ground and among wretched inhabitants, more fit for the abode of savage beasts than men. Even the superior description of houses bore so forlorn and dilapidated an appearance, that I actually trembled as I approached them, fearing that my guide would stop and tell me that my journey was at an end." There were two hotels or lodging-houses in the town, established by the agents of the English houses connected with the steam communication with India; and in one of these hotels Miss Roberts and her companions took up their abode for the two or three days of their stay in Suez. The *Berenice*, a government steamer in which the travellers embarked for Bombay, was complained of by Miss Roberts as being sadly unfitted for the wants of the passengers; but as this is one of the circumstances which have probably been put on a better footing since that time, we will not dwell on these discomforts.

It may be desirable to take a general sketch of the Red Sea, on which we are now embarked. This celebrated sea is a very long and narrow sheet of water, extending from Suez in a direction nearly south-east to the straits of Bab-el-Mandeb. At its upper or northern extremity it is divided into two diverging points, one proceeding north-west to Suez, and called the Gulf of Suez; the other proceeding north-east to Akaba, and called the Gulf of Akaba. Between these two gulfs is a jutting promontory on which is situated Mount Sinai and many other spots celebrated in sacred history. After having left this promontory, and entered the sea into which the two gulfs jointly enter, we have Egypt on the west side, and Arabia on the east. The Arabian side presents to us, at distances greater or less from the shore, Medina, Mecca, Mocha, and other towns; while on the African side there are few places of importance besides Cosseir and Berenice. Cosseir is the first of these towns to which we arrive; and as there are many curious circumstances connected with its position and history, we will offer a few remarks on the subject.

Cosseir is situated on a part of the coast almost exactly parallel with the famed city of Thebes, on the Nile, at about a hundred miles distance from it; and there is evidence that there was anciently a considerable traffic in this direction. Cosseir was the sea-port of Thebes, at the time when that magnificent city was the metropolis of the Pharaohs. At the present day the road from Cosseir to Kenneh, a town on the Nile not far distant from Thebes, is spoken of as very good; indeed the obstacles to travelling seem to be so few, that Mr. Lushington, who some years ago crossed it in a journey homeward from Bombay in the depth of winter, records with high glee the gratification of enjoying an excellent Christmas dinner at the middle resting-stage of the journey, and describes the weather and the atmosphere, both during the night and day, as being bland, cheering and salubrious. Wells of good water have always subsisted about midway on the route; and it is said that excellent water has been found at other places by boring. One of the most extraordinary circumstances connected with this route is, that there are indications of what may be called a railway track having existed there in former times; that is, that an artificial level appears to have been constructed for the whole distance, as a means of diminishing friction. In the evidence given before a Committee of the House of Commons on steam communication with India, a few years ago, several witnesses gave it as their opinion, from ocular inspection, that an excellent coach or wagon road might be formed with very little trouble from Cosseir to the Nile; and Colonel Burr, to whom we have before referred as an agent of one of the companies employed in establishing a convenient route from Cairo to Suez, was also directed by the company to visit the Cosseir route, and to ascertain the practicability of building stations. We believe, however, that the Suez route has been deemed more convenient of the two, and that the route by Cosseir is at present abandoned, so far as regular passengers to or from India are concerned. Of Cosseir itself, an English traveller, who visited it three or four years ago, thus speaks:—"Cosseir is a very small

harbour, only capable of holding two or three ships, which take shelter to leeward of a coral reef, on which they lay their anchors, but subject to be driven on shore in case of a sudden change of wind; but as this seldom or ever happens, we have never had any accidents. The native boats, which draw very little water, lie close in to the town, and take their cargo of grain in with great facility. The town consists of about three hundred houses, ill built; and the inhabitants are merely those who are employed in shipping off grain, and a few who keep the bazaar. The English agent is a civil obliging creature, a son of the one at Genneh. Waghorn has a packet agent here: an Italian doctor serves him, Signor Morice, who stands upon a wooden leg. A large caravan of camels, which were returning to Genneh after bringing over grain, afforded us a cheap opportunity of getting to the Nile. We hired three, for which we paid five piastres, each ten-pence. We bade adieu to Cosseir with gladness; and after the second hour of our journey, we saw the Red Sea for the last time. The caravan consisted of eighty camels."

At some distance southward of Cosseir, on the African shore of the Red Sea, is situated the remains of the ancient port of Berenice. As Cosseir was the site of the sea-port to Thebes under the dynasty of the Pharaohs, so was Berenice the metropolitan sea-point in the times of the Greek and Roman supremacy. The route from Berenice to Thebes appears never to have been used since the times just referred to, although Belzoni describes it as being one of the best harbours in the Red Sea. The town is in a state of complete ruin; and it does not appear that there are sufficient advantages attending this route to render a reconstruction desirable.

When we have proceeded sufficiently southward along the Red Sea to be opposite Mecca, we find on the Arabian coast the sea-port town of Jeddah. It presents a very imposing appearance from the sea; but a nearer approach dissipates the favourable impression which its appearance from a distance is calculated to make, as is indeed the case with most Oriental towns. The port is formed by successive crescents of coral, behind which vessels can ride at anchor in perfect security, even in the roughest weather. As these reefs only rise to the water's edge, they afford shelter only from the sea; so that, while a vessel rides in perfect safety in smooth water, she remains exposed to the winds. When the wind blows strongly, the side of the reefs exposed to its force becomes fringed with a white feathery curl, which increases in height on their edges as they extend seaward. The houses of the town are constructed of madrepore, and consist of several stories; but from irregularity of design, and a certain dirtiness in their external appearance, they are not so pleasing as the houses in some other parts of Arabia. The windows are latticed, and the projecting balcony, so general an ornament to the buildings of the East, is here left unpainted, giving the dwellings a neglected and decayed appearance. The doorways and windows are in every variety of the Arabesque style. Like all Oriental towns, the streets are exceeding narrow, so that in some of them the sun cannot shine more than one hour of the day, and only at one season. The bazaars are well supplied; and, during the pilgrimage to Mecca, filled with strangers from all the Moslem countries of the East. The shops are small cells, about eight feet square, in which the merchant sits amidst his wares; the buyer stands in the street, and where the bazaar is not covered, a small mat or piece of sail-cloth protects him from the sun. Merchants, pilgrims, dervishes, and beggars, crowd the bazaars to excess.

Shortly after we have passed the sea-port and town of Mocha, (for a description of which we refer to our No. 243), we come to the strait of Bab-el-Mandeb, which is the narrow channel by which the Red Sea empties its waters into the Indian Ocean. It is formed by two projecting or approaching promontories of the Arabian and Abyssinian shores. From Cape Bab-el-Mandeb on the Arabian side, to the Abyssinian coast, the nearest distance is sixteen miles, which is therefore deemed the width of the strait. At a few miles distance from the Arabian shore is a little island called Perim, which divides the strait into two parts, of which the eastern is called the Little Strait, and the western the Great Strait. The Little Strait is the one most generally used by seamen, principally because the depth of water is such as to allow of anchorage. The Large Strait, which is about nine or ten miles wide, is so very deep, that a rope of a hundred fathoms will not reach the bottom. The name of the strait, Bab-el-Mandeb, which, in Arabic, signifies the "Gate of Tears," seems to have been given in

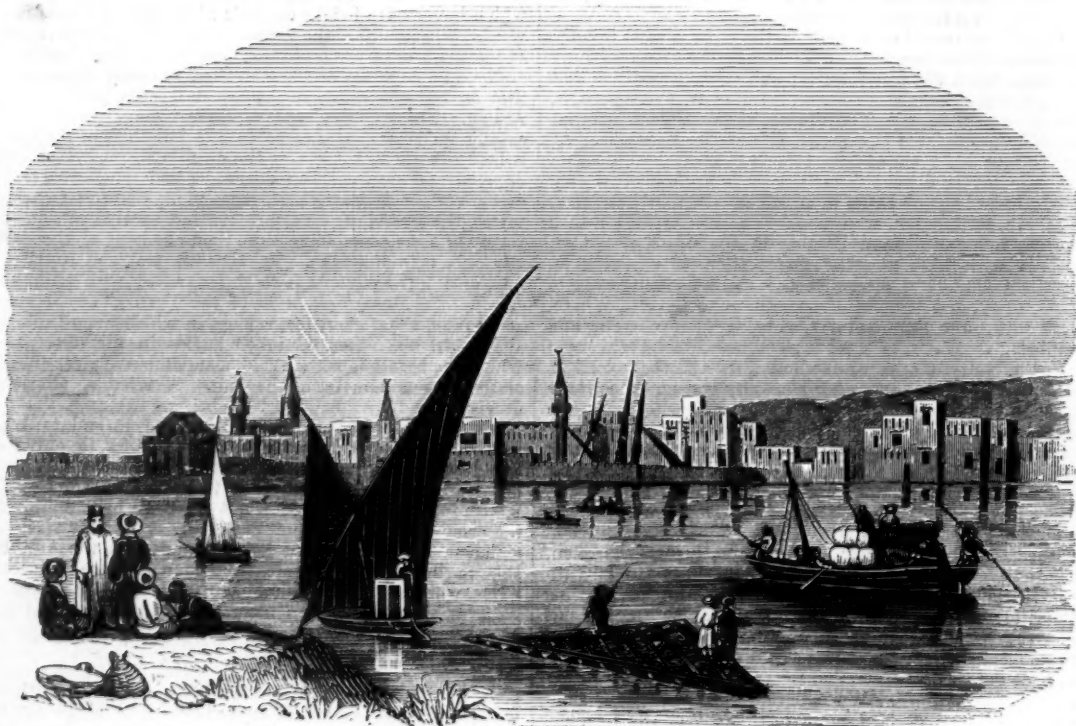
consequence of the dangers to which small and light vessels are exposed in a narrow sea, surrounded by rocky shores, and subject to frequent gusts of wind. Although the Little Strait is four miles wide, yet the available width for navigation is less than a mile. A recent voyager, who entered the straits in an Arabian vessel, says, "It fell calm, and the current drifted us about in the narrowest part of the strait, which is hardly half a mile wide. The moon rose, and we were in some degree relieved from our anxiety, as it enabled us to judge our distance from the shore, and ascertain for certainty if we were taking the right course, which is hereabouts rather difficult to discover in the dark. Our jolly-boat was lowered, and we towed the vessel off the land, which we had approached so near, that, should any wind have blown, it would have been kept from catching our sail by the rocks, which frowned above us. The ancient mariners, by the names they have given to the different headlands and islands here and in the neighbourhood, have left us an everlasting memorial of the dangers attending the Eastern maritime commerce in those times. The entrance of the sea is called the Gate of Sorrow or Weeping; the Cape itself, Affliction; the extreme east-point of Africa, which must have been the last land they lost sight of, the Cape of Burial."

We at length arrive at Aden situated a short distance without the strait, and in the direct route from thence to Bombay; and here we join company again with Miss Roberts and her fellow travellers, whom we left at the upper part of the Red Sea. The party landed at Aden, and were conveyed in palanquins to the place where the cantonments were situated, now fast advancing towards the dignity of fortifications. The road led for a mile or two along the sea-shore, with high crags piled on one side; after which the party ascended a height, which led to an aperture in the hills called the Pass, around which was wild but beautiful scenery. The narrow and inclosed pass led down a rather steep declivity to a sort of basin, surrounded on three sides with lofty hills, and on the fourth by the sea. It will be remembered, from the circumstances which we detailed in the early part of the paper, that about the time when Miss Roberts visited Aden, the British settlements had not been freed from the hostile attacks of the Arabs. The following is that lady's account of the place as she found it at the time of her visit:—"At first sight of Aden, it is difficult to suppose it to be the residence of human beings, and more especially of European

families. The town, if such it may be called, consists of a few scattered houses of stone, apparently loosely put together, with pigeon-holes for windows, and roofs which, being flat, and apparently surrounded by a low parapet, afford no idea of their being habitable. It is difficult to find a comparison for these dwellings, which appeared to be composed of nothing more than four walls, and yet to judge, from the apertures, contained two or more stories. The greater numbers were inclosed in a sort of yard or compound, the fences being formed of long yellow reeds; the less substantial dwellings were entirely made of these reeds, so that they looked like immense crates or cages for domestic fowls. My palanquin at length stopped at a flight of steps hewn out of the rock; and I found myself at the entrance of a habitation, half-bungalow, half-tent; and certainly, as the permanent abode of civilized beings, the strangest residence I had ever seen. The upright and framework were made of reeds and bamboos, lined with thin mats, which had at one time been double, but the harbour thus afforded for rats being found inconvenient, the outer casing had been removed." The explanation of this apparently strange state of things is this; that the Indian government had not at that time fixed upon the site intended for the station offices, &c., at Aden, and the European inhabitants delayed building their houses, which were to be durable stone structures, until the decision was made. Since that period, much progress has been made in developing the resources of Aden, and establishing it as a valuable dependency of the British crown.

Here we bring to a conclusion our notice of the interesting points connected with a steam voyage to India. From the peninsula on which Aden is situated, no land intervenes till the traveller arrives at Bombay; he leaves Socotra, an island which was at one time to have been used as a coal depot instead of Aden, on the right, and the southern coast of Arabia, together with the entrance to the Persian Gulf, on the left. The importance of Aden consists partly in the fact, that, from that port a steamer can be supplied with fuel and all other stores for the voyage from thence to Bombay.

A little reflection on the details which have been given in this paper will convince the reader, that the grand project of steam communication with India, (for grand it certainly is,) is still only in its infancy, and that we may look forward to a successive chain of improvements in every part of the commercial machinery by which it is accomplished.



SUEZ.